

Guardians Of the Great Lakes

9th DISTRICT LOCAL NOTICE TO MARINERS 20/03 WEEKLY EDITION 2003 22 JULY 2003

Issued by: Commander (oan)
Ninth Coast Guard District
1240 East Ninth Street,
Cleveland, OH 44199-2060
Telephone: (216) 902-6070

Numbers within brackets [/] refer to the LNM where information was first printed. Direct questions about this LNM to the above address. The Weekly Supplemental editions of the Local Notice to Mariners contain only information subsequent to the issue date of the Monthly edition. To ensure having complete information concerning the waterways within the Ninth Coast Guard District, consult this Monthly Edition 17/03.

District Nine Internet Address <http://www.uscg.mil/d9/wwm/oan>

** NIS watchstander, 24 hours a day at (703) 313-5900 ** **Internet Address** <http://www.navcen.uscg.gov/>

Light List Reference: Commandant Publication P16502.7, VOL VII, 2002 Edition / Coast Pilot Reference: 2002 U.S. Coast Pilot 6 Great Lakes 32nd Edition

The Local Notice to Mariners is available on the Internet at <http://www.navcen.uscg.gov/lnm/d9/default.htm>. By utilizing this, the Local Notice to Mariners will be available to you 7 days in advance. You will also have links to other government agencies' web pages including the US Army Corps of Engineers and the National Ocean Service.

REPORT DISCREPANCIES IN AIDS TO NAVIGATION TO THE NEAREST COAST GUARD UNIT

The Ninth District and all Group offices for their areas of responsibility issue a **BROADCAST NOTICE TO MARINERS**.

The following *Broadcast Notice to Mariners* have been incorporated into this week's Local Notice to Mariners:

Ninth District	C039-03	through	C039-03	Group Buffalo, NY	B090-03	through	B093-03
Group Detroit, MI	D200-03	through	D210-03	Group Grand Haven, MI	G081-03	through	G090-03
Group Milwaukee, WI	M090-03	through	M098-03	Group Sault Ste Marie, MI	S131-03	through	S136-03

I. **SPECIAL NOTICES since LNM 19/03**

USACE NOTICE TO NAVIGATION INTERESTS

The following Federal Channels have conditional surveys recently completed and can be seen at the USACE Detroit District web site at

<http://www.lre.usace.army.mil/OandM/o&m.html> and the USACE Buffalo District website at: <http://www.lrb.usace.army.mil/waterways/survey/2002data.html>

Grand Marais Harbor, MN Knife River Harbor, MN Sandusky Bay, OH Buffalo River, NY Belle River, MI Pine River, MI [20/03]

DATES OF THE LATEST EDITIONS – NAUTICAL CHARTS – MISCELLANEOUS MAPS

Dated July 1, 2003, published by the National Ocean Service, is available for issue. It may be obtained free by mail from the National Aeronautical Charting Office, AVN-530, Federal Aviation Administration, 6303 Ivy Lane, Suite 400, Greenbelt MD, 20770-1479, by telephone at 1-800-638-8972 or from your local authorized nautical chart sales agent. This is a quarterly publication listing the most recent editions of nautical charts, miscellaneous maps and publications relating to navigation, weather, etc. with brief descriptions and up-to-date prices for most of the publications listed. [19/03]

LORAN-C OPERATIONS – LORSTA BAUDETTE – Baudette, MN

This is a proposal to authorize LORSTA BAUDETTE, Baudette, Minnesota (RATE 8290-W/8970-Y) unusable from 1200 GMT TO 2100 GMT 06 Aug 2003. The alternate time will be from 1200 GMT TO 2100 GMT 07 Aug 2003. Objections will be considered until 1600 GMT 31 JULY 2003. Users shall address inquiries to the Northeast U.S. LORAN-C Chain Operations Control Officer (LT Luci Bookhammer) at (703) 313-5887. [16/03]

LORAN-C OPERATIONS – LORSTA BAUDETTE – Baudette, MN

This is a proposal to authorize LORSTA BAUDETTE, Baudette, Minnesota (RATE 8290-W/8970-Y) unusable from 1500 GMT TO 1700 GMT 07 Aug 2003. The alternate time will be from 1500 GMT TO 1700 GMT 08 Aug 2003. Objections will be considered until 1600 GMT 31 JULY 2003. Users shall address inquiries to the Northeast U.S. LORAN-C Chain Operations Control Officer (LT Luci Bookhammer) at (703) 313-5887. [17/03]

DGPS OFF AIR APPROVAL – Milwaukee, WI DGPS Site

Primary off air period from 1400Z (0900 local) 08 August 2003 until 1600Z 08 August 2003. Alternate date is 09 August 2003 1400Z-1600Z. Off air required to conduct Raytheon Technical services groom. [18/03]

DGPS OFF AIR APPROVAL – Sturgeon Bay, WI DGPS SITE

Primary off air period from 1400Z (0900 local) 04 AUG 03 until 1600Z 04 August 2003. Alternate date is 05 August 2003, from 1400Z-1600Z. Off air required to conduct Raytheon technical services groom. [18/03]

DGPS OFF-AIR APPROVAL – Wisconsin Point, WI DGPS SITE

Off air time is approved for Wisconsin Point, WI DGPS Site for scheduled preventive maintenance. Off air authorized 30 Jul 03 1400Z-1600Z. Alternate date/time is 31 Jul 03 1400Z-1600Z. [20/03]

NEW YORK STATE CANAL SYSTEM—Temporary Water Level Changes -- Chart 14786

Mariners are advised of the following temporary water level changes on the Oswego Canal between Lock O-3 and Lock O-7 in coming weeks, as reported by Reliant Energy Reliant Energy (Liverpool, NY) will be lowering the water level behind the Minetto Dam on the Oswego River in the Village of Minetto approximately 1.5 feet below normal in order to install flashboards on the dam. The water level will be lowered starting late Monday evening, July 7th in preparation for the work to be done on Tuesday, July 8th. The water level will be returned to normal in the afternoon on Tuesday, July 8th. In case of rain the flashboard repair will be rescheduled for Wednesday, July 9th. If there are any questions, please call Reliant's Hydro Operations Control Center at 1-877-816-7466. Reliant Energy (Liverpool, NY) will be lowering the water level behind the dam at High Dam on the Oswego River in the City of Oswego approximately 1.4 feet below normal in order to install flashboards on the dam. The water level will be lowered starting late Wednesday evening, July 9th in preparation for the work to be done on Thursday, July 10th. The water level will be returned to normal late afternoon on Thursday, July 10th. If there are any questions, please call Reliant's Hydro Operations Control Center at 1-877-816-7466. Reliant Energy (Liverpool, NY) will be lowering the water level behind the Varick Dam on the Oswego River in the City of Oswego approximately 2.8 feet below normal in order to install flashboards on the dam. The water level will be lowered starting late Monday evening, July 14th in preparation for the work to be done on Tuesday, July 15th and Wednesday, July 16th. The water level will be returned to normal in the afternoon on Wednesday, July 16th. In case of rain the flashboard repair will be rescheduled for Wednesday, July 16th and Thursday, July 17th. If there are any questions, please call Reliant's Hydro Operations Control Center at 1-877-816-7466. For updates and more information visit the New York State Canal System web site: www.canals.state.ny.us or call 1-800-4CANAL4. [18/03]

NEW YORK STATE CANAL SYSTEM – Erie Canal -- Chart 14786

Mariners are advised that the North span of the Herkimer Guard Gate is closed to navigation. The gate is in the closed position, and will remain in the water until repairs can be completed. Markers have been placed to direct mariners away from the obstruction. The south gate is open, with no hindrance or delays to navigation. All east and west bound traffic must use the south span. For information and updates, please call 1-800-4-CANAL-4, or visit the New York State Canal System web site at www.canals.state.ny.us. [20/03]

LAKE ERIE AND LAKE ONTARIO – Active Shippers

The NY-PA Operations and Maintenance Branch of the U.S. Army Corps of Engineers, Buffalo District is compiling a contact of active shippers on Lakes Erie and Ontario. Active shippers on these lakes are requested to provide address and phone number to Debora Lucas at US Army Corps of Engineers, 1776 Niagara Street, Buffalo, New York 14207. If you would like a copy of the list upon completion, please contact Debora Lucas at debora.j.lucas@isace.army.mil. [20/03]

LAKE ERIE – Toledo Harbor, OH – Bridge Schedule for Special Event – Chart 14847

The Martin Luther King Memorial bridge, mile 4.30 over Maumee River, will operate as follows during the 2003 Tall Ships event in Toledo Harbor:
Between the hours of 0845 and 1945 from July 16 to July 20: Open on the three-quarter hour only for recreational vessels.
Between the hours of 0845 and 1945 from July 17 to July 20: Open on the quarter-hour and three-quarter hour for the tall ships APPLEDORÉ IV and RED WITCH.
The bridge shall continue to open on signal for commercial vessels at all times. [17/03]

LAKE ERIE – Moss Point to Vermilion (LORAN C) – Chart 14826

Great Lakes Environmental Research Laboratory has deployed a yellow scientific research buoy, FI Y 4s, off Cleveland, OH in position 41-43-34.6N 81-42-21.2W in 71 feet of water. Buoy will be deployed until 15 October 2003. Buoy consists of a 4 ft. diameter by 26 inch high yellow foam can buoy with 13 inches of freeboard. Buoy has an 8 ft. tower with antennas, radar reflector, nav. light and solar panel. In addition to the mooring chain a communication cable extends to the lake bottom. Additionally there are two small yellow spar buoys (FI Y 4s each) marking the two-point anchor system. Each spar buoy is approximately 30 feet from the main buoy. For further information contact Mr. Ron Muzzi at (734) 741-2007. Supersedes 19/03 [20/03]

LAKE HURON – Port Huron, MI – Scientific Mooring – Chart 14865

Scientific mooring 2003-2A-21, located in position 43 02 45N 082 24 48W, is reported extinguished [18/03]

LAKE HURON -- Harrisville to Forty Mile Point – Chart 14864

Great Lakes Environmental Research Laboratory will deploy a yellow scientific research buoy, FI Y 4s, off Alpena, MI in position 44-59N 83-17-24W in 66 feet of water. Buoy deployment date has changed to 18 August and will be deployed until 15 October 2003. Buoy consists of a 4 ft. diameter by 26 inch high yellow foam can buoy with 13 inches of freeboard. Buoy has an 8 ft. tower with antennas, radar reflector, nav. light and solar panel. In addition to the mooring chain a communication cable extends to the lake bottom. Additionally there are two small yellow spar buoys (FI Y 4s each) marking the two-point anchor system. Each spar buoy is approximately 30 feet from the main buoy. For further information contact Mr. Ron Muzzi at (734) 741-2007. Supersedes 19/03 [20/03]

LAKE MICHIGAN – WI – Milwaukee Harbor, Proposed Bridge Regulation Change -- Chart 14924

Commander, Ninth Coast Guard District, has published a notice of proposed rulemaking (68 FR 43066) on July 21, 2003, to revise the drawbridge operation regulations for Milwaukee Harbor. The primary proposed change involves allowing the Canadian Pacific Railway bridge at the entrance of Burnham Canal to remain in the closed-to-navigation position, and not required to open for vessel traffic. This proposed change would revise the current regulations contained in 33 CFR 117.1093. Public comments are requested and should be received by the Coast Guard on or before September 19, 2003. Please see enclosure [3] to Local Notice to Mariners 20/03 to review the proposed change [20/03]

LAKE MICHIGAN -- Chicago Sanitary Ship Canal/Des Plaines River, IL – Increased Rate Flow – Chart 14927

Mariners are advised that the Chicago water reclamation district has increased the flow rate from 7000 to over 10,000 cubic feet per second on the Chicago sanitary and ship canal/Des Plaines river mariner are advised to use caution when transiting the area between Lockport lock and dam and Brandon road lock and dam for further information contact MSO Chicago at (630) 986-2175. Supersedes 18/03 [20/03]

ST. MARY'S RIVER – West Neebish Channel – Shoaling – Chart 14883

A strike was reported Saturday evening, 30 May 2003 from the Steamer MIDDLETOWN in the upper end of the Rock Cut area of Course 6 West Neebish Channel below Light 29. During a sweep survey of the general area on 2 June 2003, the Survey Launch Bufo detected several small shoals in an 80 square foot area 12 feet east of the centerline and 600 feet above Light 29, with the maximum elevation being 0.5 feet above the 28.5-foot project depth. This was the only shoal reported by the S/L BUFE working the area 800 feet above Light 29 to 1500 feet below Light 29. The U.S. Army Corps of Engineers D/B NICOLET is currently working in the Rock Cut to remove this area of obstructions. U.S. Army Corps of Engineers Floating Plant will continue to perform shoal removal operations for approximately two weeks in Course 6 of West Neebish Channel until shoals are cleared to the project depth of 28.5 feet. [14/03]

ST. MARY'S RIVER – Vidal Shoals – Temporary Buoy Establishment – Chart 14883

Two temporary lighted yellow buoys have been placed west of the Sault Ste. Marie locks, in the Vidal Shoals area, for dredging operations. The buoys are in mid-channel in position 46-30-03.1"N, 084-23-06.5"W and 46-29-54.3"N, 084-23-54.8"W and flashing at a duration of 2.5 seconds. VTS St Marys River directs no meeting or overtaking in the vicinity of these buoys and recommends mariners pass to the north side of the temporary buoys. [18/03]

II. DISCREPANCIES IN AIDS TO NAVIGATION as of 1000 Jul 22, 2003

This section lists all changes to discrepancies since Local Notice to Mariners 19/03. The following abbreviations are used:

B	Buoy	BKW	Breakwater	(C)	Canadian Aid
HC	Channel	DAM	Damaged	DAYBD	Dayboard
DBN	Daybeacon	DECOM	Decommissioned	DISCON	Discontinued
DEST	Destroyed	ENT	Entrance	ESTB	Established
EXT	Extinguished	FS	Fog Signal	HBR	Harbor
IMCH	Improper Characteristic	INOP	Inoperative	JCT	Junction
LB	Lighted Buoy	LBB	Lighted Bell Buoy	LGB	Lighted Gong Buoy
LHB	Lighted Horn Buoy	LIB	Lighted Ice Buoy	LT	Light
LWP	Left Watching Properly	OBST	Obstruction	OFFSTA	Off Station
(P)	Private Aid	PARSUB	Partially Submerged	PAROBSC	Partially Obscured
PHD	Pierhead	RBN	Radiobeacon	RAC	Racon
DIM	Reduced Intensity	RELDRG	Relocated for dredging	RELSHL	Relocated for Shoaling
RELCON	Relocated for Construction	RF	Range Front	RPTD	Reported
RR	Range Rear	(SLS)	St. Lawrence Seaway Devel Corp	SND CONT	Sounding Continuously
TRUB	Temp Replace Unlighted Buoy	TRLB	Temp Replace Lighted Buoy	TRLT	Temp Replace Light
W/M	Winter Mark				

A. RECENT DISCREPANCIES

LLNR	Name of aid	Status	Charts Affected	BNM Ref.	LNMR Ref.
4030	CLEVELAND WATERWORKS INTK CRIB LT (P)	LT EXT	14826	D189-03	18/03
4220	CLEVELAND HBR W BASIN CH LT 2	LT EXT/DBN DEST	14826	D125-03	13/03
4420	BEAVER CREEK ENTR LT 4 (P)	IMCH	14826	D175-03	17/03
4785	CEDAR POINT MARINA S BSN LT 1 (P)	IMCH	14845	D204-03	20/03
4980	COMMODORE BAY MARINA ENTR LT 2 (P)	IMCH	14844	D132-03	13/03
5015	WEST SHORE WATER SKI RAMP LT (P)	MISSING	14927	D164-03	16/03
5390	WEST HBR ACCESS CHL B 3	OFFSTA	14842	D208-03	20/03
8140	GREAT LAKES STEEL SHL LB 1 (P)	LT EXT	14848	D156-03	15/03
8145	GREAT LAKES STEEL SHL LB 3 (P)	LT EXT	14848	D184-03	18/03
8150	DETROIT EDISON CELL LT S (P)	LT EXT	14848	D184-03	18/03
8155	DETROIT EDISON CELL LT N (P)	LT EXT	14848	D184-03	18/03
8165	DETROIT LIME COMPANY LT (P)	LT EXT	14848	D184-03	18/03
10130	HARBOR BEACH LT	LT EXT	14846	D137-03	13/03
10210	PT AUX BARQUES LT	LT IMCH	14862	D205-03	20/03
11550	PRESQUE ISLE LT	LT DIM	14864	S103-03	17/03
12275	ISLE ISIDORE LT (P)	LT EXT	14885	S131-03	19/03
12770	DE TOUR REEF LT	RACON INOP	14880	S105-03	17/03
14685	WISCONSIN ELECTRIC PWR CO. LB 3 (P)	MISSING	14970	S136-03	20/03
15120	KEWEENAW UP ENTR LT	F/S IMCH	14972	S098-03	16/03
17535	NAMAKAN LAKE LB 27	SOLAR ARRAY MISSING	14994	S088-03	13/03
19880	JACKSON PARK OUTER HBR LT 4 (P)	LT IMCH	14927	M060-03	14/03
19900	59TH STREET YACHT HBR N PIER LT (P)	LT EXT	14927	M072-03	16/03
20080	DIVERSEY HBR ENTR N BKWTR LT (P)	LT EXT	14928	M094-03	20/03
20355	ZION INTAKE LB A (P)	PARTSUBM	14904	M069-03	16/03
20729	SOUTH SHORE PARK ENTR LB 1 (P)	LT IMCH	14924	M042-03	11/03
20975	ALGOMA LT	F/S INOP	14910	M033-03	08/03
21310	PLUM ISL RR LT	LT EXT	14909	M095-03	20/03
21475	MANISTIQUE LT	F/S IMCH	14908	S133-03	20/03
14685	WISCONSIN ELECTRIC PWR CO. LB 3 (P)	MISSING	14970	S136-03	20/03
15120	KEWEENAW UP ENTR LT	F/S IMCH	14972	S098-03	16/03
17535	NAMAKAN LAKE LB 27	SOLAR ARRAY MISSING	14994	S088-03	13/03
19880	JACKSON PARK OUTER HBR LT 4 (P)	LT IMCH	14927	M060-03	14/03
19900	59TH STREET YACHT HBR N PIER LT (P)	LT EXT	14927	M072-03	16/03
20080	DIVERSEY HBR ENTR N BKWTR LT (P)	LT EXT	14928	M094-03	20/03
20355	ZION INTAKE LB A (P)	PARTSUBM	14904	M069-03	16/03
20729	SOUTH SHORE PARK ENTR LB 1 (P)	LT IMCH	14924	M042-03	11/03
20975	ALGOMA LT	F/S INOP	14910	M033-03	08/03
21310	PLUM ISL RR LT	LT EXT	14909	M095-03	20/03
21475	MANISTIQUE LT	F/S IMCH	14908	S133-03	20/03

B. DISCREPANCIES CORRECTED

LLNR	Name of aid	Status	Charts Affected	BNM Ref.	LNM Ref.
2680	BUFFALO HBR LT	LWP	14833	B087-03	19/03
3870	FAIRPORT HBR W LT	LWP	14825		01/03
19605	GARY BULKHEAD LT (P)	LWP	14927	M058-03	14/03
14625	MARQUETTE ROCKS B 1	LWP	14970	S052-03	08/03
19790	CHICAGO LAKE FRONT NE SHOAL LT B 2	LWP	14927	M028-03	08/03
21890	CHAMBERS ISLANDS N SHOAL LBB 1	LWP	14909	M089-03	19/03

III. TEMPORARY CHANGES IN AIDS TO NAVIGATION**A. TEMPORARY CHANGES**

LLNR	Name of aid	Status	Charts Affected	BNM Ref.	LNM Ref.
4380	LORAIN HBR JNCT LT	TEMP LOWER FP	14841		19/03
6450	LUNA PIER MARINA BKW LT 1 (P)	DISCON	14846	D224-01	23/01
6455	LUNA PIER MARINA BKW LT 2 (P)	DISCON	14846	D224-01	23/01
7750	MAMAJUDA LT	DISCON	14848	D020-97	15/97
8856	GAUKLER SHL WRK B	ESTB TRLB	14853	D143-03	15/03
10310	PORT AUSTIN B 7	RMVD WATER LEVEL	14863	D138-03	14/03
11900	MULLET LAKE LT 24	MISSING	14886	S072-01	12/01
11915	MULLET LAKE LT 24A	MISSING	14886	S072-01	12/01
12100	BURT LAKE OBSTRUCTION DBN	MISSING	14886	S094-01	16/01
14540	LITTLE LAKE HBR LT 2	TEMP DISESTB	14962	S046-03	06/03
16470	ST LOUIS RVR B 79	REL SHL	14975	S069-03	10/03
16475	ST LOUIS RVR B 80	REL SHL	14975	S069-03	10/03
16480	ST LOUIS RVR B 81	REL SHL	14975	S069-03	10/03
17079.1	FOUR MILE BAY BUOY 7	ESTB TRUB	14999		12/02
17346	BRULE NARROWS B 28A	ESTB TRUB	14997		17/03
17371	HITCHCOCK BAY B 33	ESTB TRUB	14997		17/03
17376	HITCHCOCK BAY B 34A	ESTB TRUB	14997		17/03
18290	DUNCAN L CLINCH YACHT HARBOR LT (P)	DISCON	14913	S144-02	31/02
19051	GRAND RIV B 15A	ESTB TRUB	14933		05/02
20930	TWO RIVERS S PHD LT	TEMP DISESTB	14903	M067-03	15/03
21591	LITTLE FISHDAM RIVER ACCESS LT (P)	DISCON	14908	M050-01	09/02
21791	CEDAR RIVER ENT B 2A	ESTB TRUB	14909		09/02
21792	CEDAR RIVER ENT B 2B	ESTB TRUB	14909		09/02

B. RECENT TEMPORARY CHANGES CORRECTIONS

LLNR	Name of aid	Status	Charts Affected	BNM Ref.	LNM Ref.
NONE.					

IV. CHART CORRECTIONS since LNM 19/03

Corrective action affecting charts is contained in this section. Chart corrections are listed numerically by chart number. The correction listed pertains to that chart only. It is up to the mariner to decide what charts are to be corrected. The following example explains the individual elements of a typical correction.

Chart number	Chart edition	Edition date	Last Local Notice to Mariners	Reference datum	Source Agency of correction	Current Notice to Mariners
14922	17th ed.	4/25/92	Last LNM 12/93	NAD 83	(CGD9)	17/93
MANITOWOC AND SHEBOYGAN HARBORS						
Change Manitowoc South Breakwater Light to "3" Fl G 2.5s, 37ft 8 StM						
44°05'29.00"N 087°38'37.00"W						
Corrective action	Object of corrective action		Position			

The letter (M) immediately following the chart number indicates that the correction should be applied to the metric side of the chart only. (Temp) indicates that the chart correction action is temporary in nature. Courses and bearings are given in degrees clockwise from 000° true. Bearings of light sectors are toward the light from lakeward.

14839	36th ed.	12/02	Last LNM 20/03	NAD 83	(CGD9)	20/03
CLEVELAND HARBOR, Including Lower Cuyahoga River						
Add Tabulation - Cleveland Harbor Channel centered at:						
41°28'37.00"N 08°14'316.00"W						
14841	27th ed.	3/3/01	Last LNM 21/02	NAD 83	(CGD9)	20/03
LORAIN HARBOR						
Change Q Y 25ft 4 St M to Fl Y 2.5s 25ft 4 St M posit						
41°28'41.70"N 082°11'16.80"W						
14843	22nd ed.	6/6/92	Last LNM 20/03	NAD 83	(CGD9)	20/03
HURON HARBOR						
Add Tabulation - Huron Harbor Channel centered at						
41°23'10.00"N 082°32'39.00"W						

14852	45th ed.	02/03	Last LNM 11/03	NAD 83	(CGD9)	20/03
	ST. CLAIR RIVER					
	Change	Recors Point Dock Upper Light Oc G 5s, 30 ft to Iso G 4s 30ft (Priv) at:			42° 45' 53.20" N	82° 28' 13.40" W
14853	14th ed.	03/03	Last LNM 12/03	NAD 83	(CGD9)	20/03
	(SC) DETROIT RIVER, LAKE ST. CLAIR AND ST. CLAIR RIVER					
(P45)	Change	Recors Point Dock Upper Light Oc G 5s, 30 ft to Iso G 4s 30ft (Priv) at:			42° 45' 53.20" N	82° 28' 13.40" W
14867	26th ed.	07/03	Last LNM 20/03	NAD 83	(CGD9)	20/03
	SAGINAW RIVER					
	(New edition due to numerous Notice to Mariner changes)					
	This NOAA chart is now available in both the Print-on Demand and digital raster formats. See http://chartmaker.ncd.noaa.gov/mcd/dole.htm for details. The corresponding traditional paper chart will be available in two to four weeks.					
14867	26th ed.	07/03	Last LNM 20/03	NAD 83	(CGD9)	20/03
	SAGINAW RIVER					
	(BOTH MAIN PANELS)					
	Add	dashed magenta line and label: Cable and Pipeline Area from:			43°34'02.10"N	083°54'21.20"W
			to		43°34'02.10"N	083°54'12.50"W
			and from		43°33'52.10"N	083°54'21.70"W
			to		43°33'52.10"N	083°54'13.10"W
		dashed magenta line and label: Pipeline Area from:			43°25'21.60"N	083°57'02.30"W
			to		43°25'12.20"N	083°57'09.70"W
(Note: these two chart corrections have been applied to the 26th edition, announced above)						
14922	19th ed.	23/3/02	Last LNM 20/03	NAD 83	(CGD9)	20/03
	MANITOWOC AND SHEBOYGAN HARBORS					
	Add	4 ft sounding at			43°44'40.90"N	087°42'45.40"W
		8 ft sounding at			43°44'54.60"N	087°42'33.00"W
		4 ft sounding at			43°44'40.70"N	087°42'49.20"W
		13 ft sounding at			44°05'32.38"N	087°39'08.45"W
		5 ft sounding at			44°05'51.49"N	087°40'12.89"W
		15 ft sounding at			44°05'32.34"N	087°39'11.09"W
	Change	depth legend to: 14 FT MAY 2003 at			43°44'57.40"N	087°41'54.90"W
		depth legend to: 14 FT MAY 2003 at			43°45'01.80"N	087°41'52.00"W
		depth legend to: 14 FEET MAY 2003 centered at			44°05'31.80"N	087°38'49.20"W
		depth legend to: 11 FT MAY 2003 centered at			44°05'36.70"N	087°38'55.70"W
		depth legend to: 17 FEET MAY 2003 centered at			44°05'31.50"N	087°39'15.60"W
		depth legend to: 16 FEET MAY 2003 centered at			44°06'00.40"N	087°39'48.70"W
		depth legend to: 6 FT MAY 2003 centered at			44°05'52.50"N	087°40'10.50"W
	Delete	4 ft sounding at			43°44'47.40"N	087°42'38.10"W
		3 ft sounding at			43°44'41.20"N	087°42'49.40"W
14926	9th ed.	4/28/01	Last LNM 13/03	NAD 83	(CGD9)	20/03
	(SC) CHICAGO AND SOUTH SHORE OF LAKE MICHIGAN					
(P. 8)	Add	Northerly Island Danger Lighted Buoy "A", Fl W 2s , W Or, (Priv) at:			41°51'52.20"N	87°36'21.20"W
		Northerly Island Danger Lighted Buoy "B", Fl W 2s , W Or, (Priv) at:			41°51'48.50"N	87°36'21.00"W
		Northerly Island Danger Lighted Buoy "C", Fl W 2s , W Or, (Priv) at:			41°51'44.80"N	87°36'21.00"W
14928	21st ed.	11/02	Last LNM 16/03	NAD 83	(CGD9)	20/03
	CHICAGO HARBOR					
	Add	Northerly Island Danger Lighted Buoy "A", Fl W 2s , W Or, (Priv) at:			41°51' 52.20" N	87°36'21.20" W
		Northerly Island Danger Lighted Buoy "B", Fl W 2s , W Or, (Priv) at:			41°51' 48.50" N	87°36'21.00" W
		Northerly Island Danger Lighted Buoy "C", Fl W 2s , W Or, (Priv) at:			41°51' 44.80" N	87°36'21.00" W
14967	22nd ed.	08/3/96	Last LNM 40/01	NAD 83	(CGD9)	20/03
	BEAVER BAY TO PIGEON POINT (LORAN C)					
	Change	designation to W BREAKWATER LT Fl G 4s 32ft 5 St M			47°44'38.30"N	090°20'26.80"W
14975	33rd ed.	10/02	Last LNM 14/03	NAD 83	(CGD9)	20/03
	DULUTH-SUPERIOR HARBOR					
	Relocate	R "22" Fl R 4s to:			46°43'02.40"N	092°10'53.46"W
		G C "23"			46°42'51.54"N	092°11'20.28"W
		G C "27"			46°42'43.32"N	092°11'37.08"W
		R N "28"			46°42'35.10"N	092°11'49.44"W
		G C "29"			46°42'33.42"N	092°11'46.98"W
		R N "30"			46°42'18.66"N	092°12'01.08"W
		G C "31"			46°42'15.00"N	092°11'58.62"W
		R N "32"			46°42'00.12"N	092°12'03.54"W
		G C "33"			46°41'51.48"N	092°11'56.92"W
		G C "31A"			46°41'59.46"N	092°11'59.88"W
		R N "34"			46°41'50.76"N	092°12'00.24"W
		G C "35"			46°41'46.20"N	092°11'48.36"W
	Insets:	Upper St. Louis River				
		R N "52"			46°41'08.94"N	092°10'32.58"W
		G C "55"			46°40'51.84"N	092°10'43.92"W
		G C "57"			46°40'47.32"N	092°11'04.16"W
		R N "58"			46°40'45.00"N	092°11'18.90"W
		G C "59"			46°40'43.98"N	092°11'18.36"W
		R N "60"			46°40'38.46"N	092°11'30.30"W
		G C "61"			46°40'37.44"N	092°11'28.80"W

G C "63"	46°40'21.42"N	092°11'47.34"W
R N "64"	46°40'03.84"N	092°12'15.36"W
G C "65"	46°40'03.60"N	092°12'13.32"W
R N "66"	46°39'53.52"N	092°12'19.74"W
G C "67"	46°39'52.98"N	092°12'17.40"W
G C "71"	46°39'09.18"N	092°12'27.96"W
G C "73"	46°39'05.46"N	092°13'12.48"W
G C "75"	46°39'07.74"N	092°13'20.04"W
R N "76"	46°39'09.24"N	092°13'52.02"W
G C "79"	46°39'11.18"N	092°14'58.25"W
R N "80"	46°39'15.25"N	092°15'38.80"W
G C "81"	46°39'12.36"N	092°15'40.28"W
G C "83"	46°39'09.12"N	092°16'22.56"W
G C "85"	46°39'15.42"N	092°16'25.02"W

V. ADVANCE NOTICE OF CHANGES TO AIDS TO NAVIGATION since LNM 09/03

LAKE ERIE – Oswego Harbor, Buffalo Harbor, and Fairport Harbor - Chart 14820

The Coast Guard is proposing to change the fog signal commissioning and decommissioning dates from April 1st and December 1st, to May 15th and October 15th, for Oswego Harbor Light (LLNR 2080), Buffalo Harbor Light (LLNR 2680), and Fairport Harbor West Breakwater Light (LLNR 3870). [09/03]

LAKE MICHIGAN - Lake Macatawa, Chart 14932

The Coast Guard is proposing to change the flashing characteristics of the following buoy's in Lake Macatawa: Lake Macatawa Lighted Buoy 1 - from Fl G 4s to Fl G 2.5s; Lake Macatawa Lighted Buoy 6 - from Fl R 4s to Fl R 6s; Lake Macatawa Lighted Buoy 10 - from Fl R 4s to Fl R 2.5s; and Lake Macatawa Lighted Buoy 16 - from Fl R 4s to Fl R 2.5s. This change will better serve the mariner when trying to identify the buoys in Lake Macatawa. [09/03]

LAKE MICHIGAN - Big Bay, Chart 14932

The Coast Guard is proposing to change Big Bay Buoy's 1 and 2 to lighted buoys. Each will have a flashing 6 second characteristic. [09/03]

VI. PROPOSED CHANGES IN AIDS TO NAVIGATION since LNM 12/03

St. Clair River/Black River, Charts 14852 and 14853

The Coast Guard is proposing to relocate St. Clair/Black River Light (LLNR 9965) to the southern tip of the Black River and changing the name to Black River Entrance Light. [17/03]

Lake Ontario/Fort Niagara Light, Charts 14816, 14800, 14806, 14822, and 14001

The Coast Guard is proposing to remove the 3NG Dayboard from Fort Niagara Light. [17/03]

Lake George, Potagannissing Bay, Les Cheneaux Islands – Charts 14885, 14883, 14882, 14881

The Coast Guard is proposing to add Lights to the following buoys:

East Neebish Island B 9	LLNR 13790	Quick Flashing Green
East Neebish Island B 13	LLNR 13805	Flashing Green 4 seconds
Lake George Ch B 6	LLNR 13850	Flashing Red 2.5 seconds
Lake George Ch B 9	LLNR 13865	Flashing Green 2.5 seconds
Sugar Island B 6A	LLNR 13915	Quick Flashing Red
Wreck Island B 6	LLNR 12715	Flashing Red 2.5 seconds
Grape Island B 10	LLNR 12753	Flashing Red 4 seconds
Les Cheneaux Middle Entrance B 5	LLNR 12340	Flashing Green 2.5 seconds
Les Cheneaux Middle Entrance B 10	LLNR 12355	Quick Flashing Red
Mackinac Bay Pass B 10	LLNR 12410	Flashing Red 2.5 seconds
Cedarville CH B 10	LLNR 12305	Quick Flashing Red
Cedarville CH W B 33	LLNR 12520	Quick Flashing Green [12/03]

VII. GENERAL NOTICES

LAKE HURON – MI – Saginaw Harbor, Bridge Maintenance and Advance Notice -- Chart 14867

The Veterans Memorial bridge at mile 5.60 over Saginaw River will open for passing vessels if at least 3-hours advance notice is provided between the hours of 0800 and 1800 from August 4 to August 7, 2003, for scheduled bridge inspection. A manlift will be utilized from the deck of the bridge and may intermittently be under the bridge, temporarily reducing vertical navigation clearances. The bridge may also open randomly during the inspection to allow for vessel passage. The bridge will announce openings during these hours. Mariners should contact the bridge to provide advance notice. [20/03]

SUMMARY OF DREDGING/CONSTRUCTION OPERATIONS IN EFFECT

The LNM column is where the entry originally appeared and where detailed information may be obtained. The dates listed for completions are tentative.

Location	LNM	Subject	Hours / Days	Until
<u>LAKE ONTARIO</u>				
Rochester, NY	01/02	BRIDGE CONSTRUCTION	0700-1630/ M-F	THROUGH 2003
<u>NEW YROK STATE CANAL</u>				
North of Lock C-9	18/03	DREDGING OPERATIONS	24 HRS/ 7 DAYS A WK	AUG 2003
<u>LAKE ERIE</u>				
Buffalo Harbor, NY	05/02	BRIDGE MAINTENANCE	24 HRS/ 7 DAYS A WK	THROUGH 2003
Buffalo Harbor, NY	09/02	BRIDGE MAINTENANCE	24 HRS/ 7 DAYS A WK	MAY 2004
Toledo, OH	14/02	BRIDGE CONSTRUCTION	24 HRS/ 7 DAYS A WK	THROUGH 2003
Toledo, OH	01/03	BRIDGE PIER REHABILITATION	24 HRS/ 7 DAYS A WK	THROUGH 2003
Lorain, OH	05/03	EAST PIER REPAIRS	0700-1800/M-SAT	30 SEPT 03

Location	LNM	Subject	Hours / Days	Until
Cleveland, OH	14/03	PILE DRIVING, EXCAVATION, ETC.	24 HRS/ 7 DAYS A WK	DEC 2004
Erie, PN	14/03	PIER MAINTENANCE	1100-1730/ M-F	JUL 2003
Cleveland, OH	15/03	MECHANICAL DREDGING	24 HRS/ 7 DAYS A WK	30 AUG 03
Lorain, OH	16/03	MAINTENANCE DREDGING	24 HRS/ 7 DAYS A WK	02 AUG 03
Sandusky, OH	18/03	MAINTENANCE DREDGING	24 HRS/ 7 DAYS A WK	01 OCT 03
<u>ST. CLAIR RIVER</u>				
Walpole Island	07/03	DIVING OPERATIONS	0700-SUNSET/ M-F	TBD
<u>LAKE HURON</u>				
Lake Huron to Lake Erie	01/03	OBSTRUCTION REMOVAL / SURVEY OPERATIONS	0700-1900/ M-F	THROUGH 2003
Lake Huron, WI	20/03	BIDGE MAINTANCE	0800-1800 AUG 07	AUG 07
<u>LAKE MICHIGAN</u>				
Covert Generating Company, MI	05/03	DREDGING, DIVING, AND CONSTRUCTION	24 HRS/ 7 DAYS A WK	31 JUL 03
Milwaukee Harbor, WI	07/03	BRIDGE MAINTENANCE/CLOSURE	0800-1400/ VARIOUS	16 SEP 03
Two Rivers, WI	08/03	BREAKWALL RECONSTRUCTION	0500-2300/ 7 DAYS A WK	30 AUG 03
Milwaukee, WI	BNM 10-03	BRIDGE DEMOLITION AND CONSTRUCTION	0600-1800/ M-F	THROUGH 2003
Chicago, IL	03/03	BRIDGE CLOSURES FOR SPECIAL EVENTS	0600-1200/ 24 AUG 03	24 AUG 03
Chicago, IL	03/03	BRIDGE CLOSURES FOR SPECIAL EVENTS	0430-1130/ 12 OCT 03	12 OCT 03
Chicago, IL	08/03	CONSTRUCTION BARGE	24 HRS/ 7 DAYS A WK	TBD
Calumet Harbor, IL	19/01	VESSEL REPORTING PROCEDURES	24 HRS/ 7 DAYS A WK	THROUGH 2003
Calumet, IL	19/03	BRIDGE MAINTENANCE/ CLEARANCE REDUCTION	24 HRS/MON-SAT	06 SEP 03
Calumet, IL	19/03	BRIDGE MAINTENANCE	0600-1800/7 DAYS A WK	31 JUL 03
Bridgeman, MI	11/03	DIVING OPERATIONS	24 HRS/ 7 DAYS A WK	15 AUG 03
Grand Haven, MI	13/03	BRIDGE CLOSURE FOR SPECIAL EVENT	2230-0100/ 2-3 AUG 03	03 AUG 03
Straits of Mackinac	17/03	PIPELINE SPAN REMEDIATION	24 HRS/ 7 DAYS A WK	15 NOV 03
Grand Traverse bay Harbor, MI	17/03	HYDRAULIC DREDGING	24 HRS/ 7 DAYS A WK	01 AUG 03
Cedar River, MI	17/03	DOCK CONSTRUCTION	0700-1700/ M-SAT	20 NOV 03
<u>LAKE WINNEBAGO</u>				
Oshkosh, WI	11/03	WATER INTAKE INSTALLATION	24 HRS/ 7 DAYS A WK	30 NOV 03
<u>ST. MARYS RIVER</u>				
St. Mary's Falls Canal, MI	14/03	DREDGING/ 2-HR ADVANCE NOTICE	24 HRS/ 7 DAYS A WK	20 SEP 03
Sault Ste. Marie, MI	19/03	PIER REPAIRS	24 HRS/ 7 DAYS A WK	20 NOV 03
Bayfield Channel	18/03	DREDGING/SOAL REMOVAL	24 HRS/ 7 DAYS A WK	TBD
<u>LAKE SUPERIOR</u>				
Ashland, WI	13/03	MAINTENANCE	0700-1730/ 7 DYAS A WK	TBD
Ontonagon, MI	14/03	BREAKWATER REPAIRS	0700-1730/ M-TH	TBD
Black River Harbor, MI	14/03	BREAKWATER REPAIRS	0700-1730/ M-TH	TBD
Marquette, MI	15/03	BREAKWATER REPAIRS	0700-1730/ M-TH	24 JUL 03

GREAT LAKES - GENERAL - MARINE EVENTS

Events listed below are those events that do not have accompanying special local regulations. Mariners transiting these areas are not required to contact the U.S. Coast Guard, but are asked to exercise caution when navigating through the area of the event.

Location	Events	Dates	Time (Local)
<u>LAKE ERIE</u>			
Lakeside, OH	Lakeside YC Regatta	July 26-27	1000-1400
Cleveland, OH	Red Bull Wings over Cleveland	July 31-Aug 02	0800-2000
Toledo, Oh	Ford YC Mid-Summer #2 Race	July 23	1830-2300
Cleveland, OH	Ohio Masters Swim	July 26	0700-1000
Cleveland, OH	Western Reserve Rowing Assoc Row for the Cure	July 27	0800-1600
Cleveland, OH	Red Bull Wings Over Cleveland	July 30-31	0800-2000
Toledo, OH	Ford YC Mid Summer Race #2	July 30	1830-2300
Maumee, OH	Great Dragon Maumee Boat Festival	Aug 02	0500-1700
Cuyahoga River, OH	Western Reserve Rowing Assoc SLR Races	Aug 09	0800-1200
Toledo, OH	Ford YC Annual Regatta	Aug 09	1300-1700
Huron, OH	City of Huron Fireworks	Aug 09	2200-2330
Toledo, OH	Ford YC Annual Night Race	Aug 13	1300-1700
Cleveland, OH	CYC's MHYC Falcon Cup Race	Aug 16	0800-1800
Trenton, MI	FLW Everstart Series	July 23-26	1400-2000
Trenton, MI	Regatta Trenton	July 26-27	0900-1900
Wyandotte, MI	Downriver Dynamite Inboard Races	Aug 08-10	0900-1700
Put in Bay, OH	J & J Sales Island Run	Aug 16	0900-1800
Toledo, OH	Ford YC Adam and Eve Race	Aug 17	1300-1700
Port Clinton, OH	FLW Outdoors Everstart Series	Aug 20-24	0400-2000
<u>LAKE ST. CLAIR</u>			
Clinton River, MI	Sang Air Show	July 25-26	1000-1600
Grosse Point, MI	Grosse Point YC annual Regatta	Aug 09-10	0900-1800
Lake St Clair	St Clair Shores Venetian Festival & Fireworks	Aug 09	2000-2400
Belle Ile, MI	DYC Sears Cup Race	Aug 10-13	0900-1800
Belle Ile, MI	Edison Boat Club Regatta	Aug 15	1700-2300
Grosse Point, MI	Grosse Point Sail Club Ladies Race	Aug 15	1830-2130
Grosse Pointe	Grosse Pointe YC Fleet Review	Aug 16	1700-1900
Detroit River, MI	Edison Boat Club Regatta	Aug 16	1000-1500
Belle Ilse, MI	Chrysler Jeep APBA Cold Cup	Aug 21-22	0700-2000
Windsor, CA	Windsor Fire works	Aug 24	2130-2215

Location	Events	Dates	Time (Local)
<u>ST CLAIR RIVER</u>			
St Clair, MI	St Clair Classic off shore Race	Aug 02-03	1100-1600
Grosse Ile, MI	Grosse Ile YC Down River Race	Aug 02	1000-1400
Clinton River to Black Creek, MI	Boat town U.S.A. Festival of lights	Aug 02	2230-2400
Marine, MI	Marine City Lions Fireworks	Aug 09-10	2130-2330
<u>LAKE HURON</u>			
Port Huron, MI	Port Huron Yc Two Handed Race	July 26	0800-1400
Mackinaw City to St Clair Shores	Water Worriers PWC Endurance Ride	July 28-Aug 03	0800-1700
Saginaw River, MI	Midwest Watercross Tour	Aug 01-03	0800-2000
Alpena, MI	Great Lakes Professional Angling Association Tournament Series	Aug 02-03	0500-1400
Hoyles Marina, MI	Wal-Mart RCL Walleye Circuit	Aug 02	0700-1630
Port Huron, MI	Port Huron YC Lexington Race	Aug 02	0900-1500
Caseville, MI	Catamaran Racing Assoc Regatta	Aug 02-03	0800-1700
Bay City, MI	City of Bay city Boat Parade	Aug 02	0900-1000
Port Huron to Lexington, MI	Port Huron John Blunt Race	Aug 03	0900-1500
Caseville, MI	Charity Inland Race	Aug 09	0900-1600
Port Huron, MI	Port Huron YC Race	Aug 10	1200-1600
Bay, City MI	Tall Ships celebration	Aug 14-18	0800-1200
Port Huron to Port Sanilac	Port Huron to Port Sanilac	Aug 16-17	0900-1600
Bay City, MI	Tall Ships Celebration FIREWORKS	Aug 16	0800-1200
Rogers City, MI	Great Lakes Professional Angling Association Tournament Series	Aug 16-17	0500-1400
Bay City, MI	2003 Tall Ships Challenge - Race Four	Aug 18	1600 Start
Edison Boat Club Regatta, MI	Caseville Row, Row your Cardboard Boat	Aug 16	1600-1800
Port Huron, MI	Port Huron YC Fall Series #1	Aug 24	1200-1600
<u>LAKE MICHIGAN</u>			
Chicago, IL	2003 Tall Ships Challenge - Race Three	Aug 04	1500 Start
Muskegon, MI	Tall Ships 2003	Aug 8-10	1000-2300
Muskegon to Ludington, MI	Catamaran Racing Association of Michigan, Michigan Gold Coast 200	Aug 25-26	0800-1700
Frankfort Leelanau, MI	Catamaran Racing Association of Michigan, Michigan Gold Coast 200	Aug 27-28	0800-1700
Lower Lake Michigan	Annual Chicago to St. Joseph, Michigan Yacht Race	Aug 29-30	1700 1300

VIII. LIGHT LIST CORRECTIONS, VOL VII, GREAT LAKES since LNM 19/03

(* Denotes the column in which a correction has been made or new information added.)							
(1) No.	(2) Name and location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
19956	NORTHERLY ISLAND DANGER LIGHTED BUOY A	41 51 52 N 87 36 21 W	FI W 2s			White with orange bands and diamond worded DANGER SUBMERGED BULKHEAD.	Maintained from Apr. 15 to Oct. 31. Private aid.
*	*	*	*	*	*	*	20/03
19956.1	NORTHERLY ISLAND DANGER LIGHTED BUOY B	41 51 49 N 87 36 21 W	FI W 2s			White with orange bands and diamond worded DANGER SUBMERGED BULKHEAD.	Maintained from Apr. 15 to Oct. 31. Private aid.
*	*	*	*	*	*	*	20/03
19956.2	NORTHERLY ISLAND DANGER LIGHTED BUOY C	41 51 45 N 87 36 21 W	FI W 2s			White with orange bands and diamond worded DANGER SUBMERGED BULKHEAD.	Maintained from Apr. 15 to Oct. 31. Private aid.
*	*	*	*	*	*	*	20/03
*Change Heading to Read:							
*ISLE ROYAL (Chart 14967)							
16705	Harlem Reef Buoy 2					Red Nun	Maintained from May 28 to Oct 14
							20/03

IX. ENCLOSURES

- (1) PROPOSED RULES -- Cuyahoga River, Cleveland, OH -- Safety Zone,
- (2) Navy Pier Chicago -- Regulated Navigation Area
- (3) PROPOSED RULES -- Drawbridge Operations -- Milwaukee, WI
- (4) NOS Chart Tabulation -- Chart 14843/14839
- (5) USACE Notice to Navigation Interest -- Sandusky Bay
- (6) USACE Notice to Navigation Interest -- Buffalo River

Ronald F. Silva
Rear Admiral, U. S. Coast Guard
Commander, Ninth Coast Guard District

DEPARTMENT OF HOMELAND SECURITY

Coast Guard 33 CFR Part 165[CGD09-03-233]RIN 1625-AA00 Safety Zone; Head of the Cuyahoga Regatta, Cleveland, OH AGENCY: Coast Guard, DHS. ACTION: Notice of proposed rulemaking.

SUMMARY:

The Coast Guard proposes to establish a safety zone for the annual Head of the Cuyahoga Regatta in Cleveland, Ohio. This safety zone is necessary to control vessel traffic within the immediate location of the regatta and to ensure the safety of life and property during the event. This safety zone is intended to restrict vessel traffic from a portion of the Cuyahoga River.

DATES:

Comments and related material must reach the Coast Guard on or before August 15, 2003.

ADDRESSES:

You may mail comments and related material to Coast Guard Marine Safety Office Cleveland (CGD09-03-233), 1055 East Ninth Street, Cleveland, Ohio 44114. Marine Safety Office Cleveland maintains the public docket for this rulemaking. Comments and material received from the public, as well as documents indicated in this preamble as being available in the docket, will become part of this docket and available for inspection or copying at Coast Guard MSO Cleveland between 8 a.m. and 3:30 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT:

Lieutenant Allen Turner, U.S. Coast Guard Marine Safety Office Cleveland, at (216) 937-0128.

SUPPLEMENTARY INFORMATION:

Request for Comments We encourage you to participate in this rulemaking by submitting comments and related material. If you do so, please include your name and address, identify the docket number for this rulemaking (CGD09-03-233), indicate the specific section of this document to which each comment applies, and give the reason for each comment. Please submit all comments and related material in an unbound format, no larger than 8 1/2 by 11 inches, suitable for copying. If you would like to know they reached us, please include a stamped, self-addressed postcard or envelope. We will consider all comments and material received during the comment period. We may change this proposed rule in view of them.

Public Meeting

We do not plan to hold a public meeting. But you may submit a request for a meeting by writing to Coast Guard MSO Cleveland at the address under ADDRESSES explaining why one would be beneficial. If we determine that one would aid this rulemaking, we will hold one at a time and place announced by a later notice in the Federal Register.

Background and Purpose

The Head of the Cuyahoga Regatta will take place annually on the Cuyahoga River. A permanent safety zone will be established on the Cuyahoga River to protect competitors and course markings from recreational and commercial vessels, and to prevent interference with the competition. The safety zone will only be activated during the regatta.

Discussion of Proposed Rule

The safety zone will be activated annually on the third Saturday of September from 8 a.m. until 5 p.m. The safety zone will encompass the Cuyahoga River from Collision Bend down river to the mouth of the confluence with the Old River. In order to minimize the impact on commercial waterway users, commercial vessels will be allowed to operators of transit the safety zone between the hours of 11 a.m. and 1 p.m. Recreational vessels will be allowed to transit the safety zone during the regatta with an escort by the event sponsor or the Coast Guard.

Regulatory Evaluation

This proposed rule is not a "significant regulatory action" under section 3(f) of Executive Order 12866 and does not require an assessment of potential costs and benefits under section 6(a)(3) of that Order. The Office of Management and Budget has not reviewed this rule under that Order. It is not significant under the regulatory policies and procedures of the Department of Homeland Security. We expect the economic impact of this proposed rule to be so minimal that a full Regulatory Evaluation under of the regulatory policies and procedures of DHS is unnecessary.

This determination is based on the short amount of time that vessels will be restricted from the zones, and the actual location of the safety zones within the waterways.

Small Entities

Under the Regulatory Flexibility Act (5 U.S.C. 601-612), we have considered whether this proposed rule would have a significant impact on a substantial number of small entities. The term "small entities" comprises small businesses, not-for-profit organizations that are independently owned and operated and are not dominant in their fields, and governmental jurisdictions with populations of less than 50,000. The Coast Guard certifies under 5 U.S.C. 605(b) that this proposed rule would not have a significant economic impact on a substantial number of small entities.

This proposed rule would affect the following entities, some of which might be small entities: The owners or commercial vessels intending to transit a portion of the activated safety zone.

This safety zone would not have a significant economic impact on a substantial number of small entities for the following reasons: The proposed zone is only in effect for a few hours on [Page 41983]the day of the event and there is a substantial break during the event to allow commercial vessel transits. Recreational vessels can safely pass through the proposed safety zones during the event under sponsor or Coast Guard escort. Before the activation of the safety zone, the Coast Guard will issue maritime advisories available to users who may be impacted through notification in the Federal Register, the Ninth Coast Guard District Local Notice to Mariners, and through Marine Information Broadcasts. Additionally, the Coast Guard has not received any reports from small entities negatively affected during previous events.

If you think that your business, organization, or governmental jurisdiction qualifies as a small entity and that this rule would have a significant economic impact on it, please submit a comment (see ADDRESSES) explaining why you think it qualifies and how and to what degree this rule would economically affect it.

Assistance for Small Entities

Under section 213(a) of the Small Business Regulatory Enforcement Fairness Act of 1996 (Pub. L. 104-121), we want to assist small entities in understanding this rule so that they can better evaluate its effects and participate in the rulemaking process. If the rule would affect your small business, organization, or governmental jurisdiction and you have questions concerning its provisions or options for compliance, please contact Marine Safety Office Cleveland (see ADDRESSES).

Collection of Information

This proposed rule would call for no new collection of information under the Paperwork Reduction Act of 1995 (44 U.S.C. 3501-3520).

Federalism

We have analyzed this proposed rule under Executive Order 13132 and have determined that this rule does not have implications for federalism under that Order.

Unfunded Mandates Reform Act

The Unfunded Mandates Reform Act of 1995 (2 U.S.C. 1531-1538) requires Federal agencies to assess the effects of their discretionary regulatory actions. In particular, the Act addresses actions that may result in the expenditure by a State, local, or tribal government, in the aggregate, or by the private sector of \$100,000,000 or more in any one year. Though this proposed rule would not result in such an expenditure, we do discuss the effects of this rule elsewhere in this preamble.

Taking of Private Property

This proposed rule would not effect a taking of private property or otherwise have taking implications under Executive Order 12630, Governmental Actions and Interference with Constitutionally Protected Property Rights.

Civil Justice Reform

This proposed rule meets applicable standards in sections 3(a) and 3(b)(2) of Executive Order 12988, Civil Justice Reform, to minimize litigation, eliminate ambiguity, and reduce burden.

Protection of Children

The Coast Guard has analyzed this proposed rule under Executive Order 13045, Protection of Children from Environmental Health Risks and Safety Risks. This rule is not an economically significant rule and does not concern an environmental risk to health or risk to safety that may disproportionately affect children.

Indian Tribal Governments

This proposed rule does not have tribal implications under Executive Order 13175, Consultation and Coordination with Indian Tribal Governments, because it would not have a substantial direct effect on one or more Indian tribes, on the relationship between the Federal Government and Indian tribes, or on the distribution of power and responsibilities between the Federal Government and Indian tribes.

Energy Effects

The Coast Guard has analyzed this proposed rule under Executive Order 13211, Actions Concerning Regulations That Significantly Affect Energy Supply, Distribution, or Use. We have determined that it is not a "significant energy action" under that Order because it is not a "significant regulatory action" under Executive Order 12866 and is not likely to have a significant adverse effect on the supply, distribution, or use of energy. It has not been designated by the Administrator of the Office of Information and Regulatory Affairs as a significant energy action. Therefore, it does not require a Statement of Energy Effects under Executive Order 13211.

Environment

We have considered the environmental impact of this proposed rule under Commandant Instruction M16475.1C, which guides the Coast Guard in complying with the National Environmental Policy Act of 1969 (NEPA) (42 U.S.C. 4321-4370f), and have concluded that there are no factors in this case that would limit the use of categorical exclusion under Section 2.B.2 of the Instruction. Therefore, this rule is categorically excluded under Figure 2-1, paragraph 35(a) of the Instruction, from further environmental documentation. A written categorical exclusion determination is available in the docket for inspection or copying where indicated under ADDRESSES.

List of Subjects in 33 CFR Part 165

Harbors, Marine safety, Navigation (water), Reporting and recordkeeping requirements, Waterways.

For the reasons discussed in the preamble, the Coast Guard proposes to amend 33 CFR part 165 as follows:

PART 165--REGULATED NAVIGATION AREAS AND LIMITED ACCESS AREAS

1. The authority citation for part 165 continues to read as follows:

Authority: 33 U.S.C. 1226, 1231; 46 U.S.C. Chapter 701; 50 U.S.C. 191, 195; 33 CFR 1.05-1(g), 6.04-1, 6.04-6, and 160.5; Pub. L. 107-295, 116 Stat. 2064; Department of Homeland Security Delegation No. 0170.1 2. Add Sec. 165.920 to read as follows: Sec. 165.920 Safety Zone; Head of the Cuyahoga Regatta, Cleveland, OH(a) Location. The following area is a safety zone: All navigable waters of the Cuyahoga River between the positions 41[deg]29'19" N, 081[deg]42'30" W (Collision Bend) and 41[deg]29'55" N, 081[deg]42'24" W (confluence with the Old River). These coordinates are based upon North American Datum (NAD 1983).(b) Enforcement period. This section will be enforced annually on the third Saturday of September from 8 a.m. until 5 p.m.(c) Regulations. No vessel shall enter, transit through, or anchor within this Safety Zone unless authorized by the Captain of the Port, Cleveland or his designated on-scene representative. Commercial vessels may transit through the safety zone from 11 a.m. until 1 p.m. Recreational vessels may transit the safety zone during the event under escort by the event sponsor or the Coast Guard. Permission to deviate from the above rules must be obtained from the Captain of the Port or the Patrol Commander via VHF/FM radio, Channel 16 or by telephone at (216) 937-0111. All persons must comply with the instructions of the Captain of the Port or his or her designated representative. [[Page 41984]]

Dated: June 30, 2003.

Lorne W. Thomas,
Commander, Coast Guard, Captain of the Port Cleveland.
[FR Doc. 03-17908 Filed 7-15-03; 8:45 am]
BILLING CODE 4910-15-P

DEPARTMENT OF HOMELAND SECURITY

Coast Guard
33 CFR Parts 110 and 165
[CGD09-03-207]

RIN 1625-AA01

RIN 1625-AA00

Tall Ships 2003, Navy Pier, Chicago, IL, July 30-August 4, 2003

AGENCY: Coast Guard, DHS.

ACTION: Temporary final rule.

SUMMARY: The Coast Guard is establishing a temporary regulated navigation area (RNA), a moving safety zone and temporarily suspending two anchorage areas encompassed by the RNA for the 2003 Tall Ships Challenge. These regulations are necessary to control vessel traffic in the immediate vicinity for the protection of both participant and spectator vessels during the 2003 Tall Ships Challenge and Parade of Ships. These regulations are intended to restrict vessel traffic in a portion of Lake Michigan in the vicinity of Chicago Harbor for the duration of the event.

DATES:

This rule is effective from 10 a.m. on July 30, 2003 through 5 p.m. August 3, 2003.

ADDRESSES:

Comments and material received from the public, as well as documents indicated in this preamble as being available in the docket, are part of docket CGD09-03-207 and are available for inspection or copying at U.S. Coast Guard Marine Safety Office Chicago, 215 W. 83rd Street, Suite D, Burr Ridge, IL 60527, between 8 a.m. and 4 p.m. Monday through Friday, except federal holidays.

FOR FURTHER INFORMATION CONTACT:

MST2 Kenneth Brockhouse, MSO Chicago, at (630) 986-2155.

SUPPLEMENTARY INFORMATION:

Regulatory Information

On May 20, 2003, we published a notice of proposed rule making (NPRM) entitled Tall Ships 2003, Navy Pier, Lake Michigan, Chicago, IL in the Federal Register (68 FR 27501). We did not receive any letters commenting on the proposed rule. No public hearing was requested, and none was held.

Under 5 U.S.C. 553(d)(3), the Coast Guard finds that good cause exists for making this rule effective less than 30 days after publication in the Federal Register.

Delaying the effective date of this rule would be contrary to the public interest of ensuring the safety of spectators and vessels during this event and immediate action is necessary to prevent possible loss of life or property. The Coast Guard has not received any complaints or negative comments with regard to this event.

Background and Purpose

During the Chicago Tall Ships event, tall ships will be participating in a Tall Ships Parade and then mooring in Chicago harbor and in the Chicago River. A Regulated navigation area (RNA) will be established that encompasses portions of both the Chicago Harbor as well as the Chicago River to protect those boarding the tall ships as well as spectator vessels from vessels transiting at excessive speeds creating large wakes, and also to prevent obstructed waterways. The RNA will be established on July 30, 2003 and terminate on August 3, 2003 after all the tall ships have departed the area. A moving safety zone will be established around those vessels officially participating in the Tall Ships Parade of Ships. The Parade of Ships is the start of the Tall Ships 2003 in Chicago, Illinois and a large number of spectator vessels are expected. The parade will include approximately 20 to 30 tall ships and will take place starting on the morning of July 30, 2003 until the evening of July 30, 2003.

Discussion of Comments and Changes

No comments were received and no changes were made to this rule.

Regulatory Evaluation

This rule is not a "significant regulatory action" under section 3(f) of Executive Order 12866 on Regulatory Planning and Review and therefore does not require an assessment of potential costs and benefits under section 6(a)(3) of that Order. The Office of Management and Budget has not reviewed this rule under that Order. It is non-significant under Department of Homeland Security regulatory policies and procedures. We expect the economic impact of this rule to be so minimal that a full Regulatory Evaluation under paragraph 10(e) of the regulatory policies and

procedures of DHS is unnecessary. This finding is based on the minimal time that vessels will be restricted from the zone.

Small Entities

In accordance with the Regulatory Flexibility Act (5 U.S.C. 601-612) has determined that this rule will not have a significant impact on a substantial number of small entities. The term "small entities" comprises small businesses, not-for-profit organizations that are independently owned and operated and are not dominant in their fields, and governmental jurisdictions with populations of less than 50,000.

The Coast Guard certifies under 5 U.S.C. 605(b) that this final rule would not have a significant economic impact on a substantial number of small entities. This final rule would affect the following entities, some of which might be small entities: The owners or operators of vessels intending to transit or anchor in a portion of an activated safety zone. The safety zone and suspended anchorage area would not have a significant economic impact on a substantial number of small entities for the following reasons. Vessel traffic can safely pass outside the proposed safety zone during the event. Traffic would be allowed to pass through the safety zone only with the permission of the Captain of the Port or his on scene representative which will be the Patrol Commander. In addition, before the effective period, the Coast Guard would issue maritime advisories widely available to users who might be in the affected area.

If you think that your business, organization, or governmental jurisdiction qualifies as a small entity and that this rule would have a significant economic impact on it, please submit a comment (see[[Page 42286]] ADDRESSES) explaining why you think it qualifies and how and to what degree this rule would economically affect it.

Assistance for Small Entities

Under section 213(a) of the Small Business Regulatory Enforcement Fairness Act of 1996 (Pub. L. 104-121), the Coast Guard wants to assist small entities in understanding this rule so that they can better evaluate its effects and participate in the rulemaking process. If the rule would affect your small business, organization, or governmental jurisdiction and you have questions concerning its provisions or options for compliance, please contact MSO Chicago (see ADDRESSES.)

Collection of Information

This final rule would call for no new collection of information under the Paperwork Reduction Act of 1995 (44 U.S.C. 3501-3520).

Federalism

We have analyzed this rule under Executive Order 13132 and have determined that this rule does not have implications for federalism under that Order.

Unfunded Mandates Reform Act

The Unfunded Mandates Reform Act of 1995 (2 U.S.C. 1531-1538) governs the issuance of Federal regulations that require unfunded mandates. An unfunded mandate is a regulation that requires a state, local, or tribal government or the private sector to incur direct costs without the Federal Government's having first provided the funds to pay those costs. This final rule would not impose an unfunded mandate.

Taking of Private Property

This final rule would not effect a taking of private property or otherwise have taking implications under Executive Order 12630, Governmental Actions and Interference with Constitutionally Protected Property

Rights.Civil Justice Reform

This final rule meets applicable standards in sections 3(a) and 3(b)(2) of Executive Order 12988, Civil Justice Reform, to minimize litigation, eliminate ambiguity, and reduce burden.

Protection of Children

We have analyzed this final rule under Executive Order 13045, Protection of Children from Environmental Health Risks and Safety Risks. This rule is not an economically significant rule and does not concern an environmental risk to health or risk to safety that may disproportionately affect children.

Indian Tribal Governments

This rule does not have tribal implications under Executive Order 13175, Consultation and Coordination with Indian Tribal Governments, because it would not have a substantial direct effect on one or more Indian tribes, on the relationship between the Federal Government and Indian tribes, or on the distribution of power and responsibilities between the Federal Government and Indian tribes.

Energy Effects

We have analyzed this rule under Executive Order 13211, Actions Concerning Regulations That Significantly Affect Energy Supply, Distribution, or Use. We have determined that it is not a "significant energy action" under that Order because it is not a "significant regulatory to have a significant adverse effect on the supply, distribution, or use of energy. It has not been designated by the Administrator of the Office of Information and Regulatory Affairs as a significant action" under Executive Order 12866 and is not likely energy action. Therefore, it does not require a Statement of Energy Effects under Executive Order 13211.

Environment

The Coast Guard has considered the environmental impact of this final rule and concluded that, under figure 2-1, paragraph 32(g) of Commandant Instruction M16475.1C, this proposed rule is categorically excluded from further environmental documentation. A written categorical exclusion determination is available in the docket for inspection or copying where indicated under ADDRESSES.

List of Subjects33 CFR Part 110

Anchorage grounds.33 CFR Part 165

Harbors, Marine safety, Navigation (water), Reporting and recordkeeping requirements, Security measures, Waterways.For the reasons discussed in the preamble, the Coast Guard amends 33 CFR parts 110 and 165 as follows:
PART 110--ANCHORAGE REGULATIONS

1. The authority citation for part 110 continues to read as follows:

Authority: 33 U.S.C. 471, 1221 through 1236, 2030, 2035, 2071; 33 CFR 1.05-1(g), and Department of Homeland Security No. 0170.Sec. 110.205 [Suspended]
02. From 10:30 a.m. (local time) on July 30, 2003 until 8 p.m. (local time) on August 3, 2003, Sec. 110.205(a)(1) and (a)(2) are temporarily suspended.

PART 165--REGULATED NAVIGATION AREAS AND LIMITED ACCESS AREAS

03. The authority citation for part 165 continues to read as follows:Authority: 33 U.S.C. 1226, 1231; 46 U.S.C. Chapter 70; 50 U.S.C. 191, 195; 33 CFR 1.05-1(g), 6.04-1, 6.04-6 and 160.5; Pub. L. 107-295, 116 Stat. 2064; Department of Homeland Security Delegation No. 0170.1.

04. Add Sec. 165.T09-207 to read as follows:Sec. 165.T09-207 Tall Ships 2003, Navy Pier, Lake Michigan, Chicago, IL.

(a) Regulated navigation area.

- (1) Location. The following is a regulated navigation area: starting at the Southeast Guide Wall light at 41[deg]53'17.76" N, 87[deg]36'09.110" W; then south south-easterly to 41[deg]52'48" N, 087[deg]36'08" W; then east to the southern most end of the outer Chicago Harbor break wall at 41[deg]52'48" N, 087[deg]35'26" W; then north following the outer Chicago Harbor break wall to 41[deg]54'11" N, 087[deg]36'29" W; then southwest to the north-eastern tip of the Central District Filtration Plant; then to the southeastern tip of the Central Filtration Plant; then to the north-east corner of the Navy Pier; then following the shoreline and/or seawall, including up the Chicago River to the eastern side of the Michigan Avenue bridge, back to the point of origin (NAD 83).
- (2) Enforcement period. This section is effective from 10 a.m. on Wednesday, July 30, 2003 through 5 p.m. on Sunday, August 3, 2003. The section will be enforced from 8 p.m. on Wednesday, July 30, 2003 until 5 p.m. on Sunday, August 3, 2003.
- (3) (3) Special regulations. Vessels within the RNA shall not exceed 5 miles per hour or shall proceed at no-wake speed, which ever is slower. Vessels within the RNA shall not pass within 20 feet of a moored tall ship. Vessels within the RNA must adhere to the direction of the Patrol Commander or other official patrol craft.

(b) Safety zone.

- (1) Location. The following is a moving safety zone: All navigable waters 100 yards ahead of the first official parade vessel, 50 yards abeam of each parade vessel, and 50 yards astern of the last vessel in the parade between the muster point at[[Page 42287]]42[deg]03'24" N, 087[deg]38'20.4" W until each official parade vessel is moored (NAD 83).
- (2) (2) Enforcement period. This rule is effective from 10 a.m. on Wednesday, July 30, 2003 through 5 p.m. on Sunday, August 3, 2003. This section will be enforced from 10 a.m. until 8 p.m., or until the last tall ship is moored, on Wednesday, July 30, 2003.

(c) Regulations.

- (1) All persons and vessels shall comply with the instructions of the Coast Guard Captain of the Port or the designated on scene patrol personnel. Coast Guard patrol personnel include commissioned, warrant, and petty officers of the U.S. Coast Guard. Upon being hailed by a U.S. Coast Guard vessel via siren, radio, flashing light, or other means, the operator shall proceed as directed. U.S. Coast Guard Auxiliary, representatives of the event organizer, and local or state officials may be present to inform vessel operators of this regulation and other applicable laws.
- (2) (2) Most of the locations are outside of navigation channels and will not adversely affect shipping. In cases where shipping is affected, commercial vessels may request permission from the Captain of the Port, Chicago to transit the safety zone. Approval in such cases will be case-by-case. Requests must be made in advance and approved by the Captain of the Port or his designated on-scene representative. The Captain of the Port, Chicago or his designated on-scene representative may be contacted on Channel 16, VHF-FM.
- (3) Dated: July 7, 2003.Ronald F. Silva,Rear Admiral, U.S. Coast Guard, Commander, Ninth Coast Guard District.[FR Doc. 03-18117 Filed 7-16-03; 8:45 am]BILLING CODE 4910-15-P

DEPARTMENT OF HOMELAND SECURITY
Coast Guard
33 CFR Part 117
[CGD09-03-215]
RIN 1625-AA09

Drawbridge Operation Regulations; Milwaukee, Menomonee, and Kinnickinnic Rivers and South Menomonee and Burnham Canals, Milwaukee, WI
AGENCY: Coast Guard, DHS.
ACTION: Notice of proposed rulemaking.

SUMMARY: The Coast Guard proposes to revise the drawbridge operating regulation for the Canadian Pacific (formerly Chicago, Milwaukee, St. Paul & Pacific) railroad bridge over the Burnham Canal in Milwaukee, WI, allowing the bridge to remain closed to navigation due to infrequent use. This will allow the bridge owners to reduce maintenance and operation costs at a location where there is no known need for drawbridge openings.

DATES:
Comments and related material must reach the Coast Guard on or before September 19, 2003.

ADDRESSES:
You may mail comments and related material to Commander (obr), Ninth Coast Guard District, 1240 E. 9th Street, room 2019, Cleveland, Ohio, 44199-2060. Commander (obr), Ninth Coast Guard District maintains the public docket for this rulemaking. Comments and material received from the public, as well as documents indicated in this preamble as being available in the docket, will become part of this docket and will be available for inspection or copying at the Bridge Administration Branch, Ninth Coast Guard District, between 7 a.m. and 3 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT:
Mr. Scot Striffler, Bridge Administration Branch, at the address above or phone (216) 902-6084.

SUPPLEMENTARY INFORMATION:
Request for Comments
We encourage you to participate in this rulemaking by submitting comments and related material. If you do so, please include your name and address, identify the docket number for this rulemaking [CGD09-03-215], indicate the specific section of this document to which each comment applies, and give the reason for each comment. Please submit all comments and related material in an unbound[[Page 43067]]format, no larger than 8 1/2 by 11 inches, suitable for copying. If you would like to know they reached us, please enclose a stamped, self-addressed postcard or envelope. We will consider all comments and material received during the comment period. We may change this proposed rule in view of them.

Public Meeting
We do not now plan to hold a public meeting. But you may submit a request for a meeting by writing to Commander (obr), Ninth Coast Guard District, at the address under ADDRESSES explaining why one would be beneficial. If we determine that one would aid this rulemaking, we will hold one at a time and place announced by a later notice in the Federal Register.

Background and Purpose
The Canadian Pacific Railway bridge at mile 1.74 over Burnham Canal is a swing type bridge with a vertical clearance of approximately eight feet. In accordance with 33 CFR 117.1093, it is currently required to open for vessels if at least two-hours advance notice is provided prior to passing. Canadian Pacific Railway requested the Coast Guard allow the bridge to be maintained in the closed to navigation position since there have been no requests from vessels to open the bridge since June 13, 1997. There are no active marine facilities along the canal, and the area in Milwaukee Harbor where the bridge is located is part of a city re-development project. The City of Milwaukee Commissioner of Public Works and Commissioner of City Development offices have notified Canadian Pacific Railway in writing that they support this action.
Burnham Canal is a federal waterway. The waterway is reportedly no longer actively maintained by the Corps of Engineers. This rulemaking would allow the

bridge to be untended and maintained in the closed to navigation position as per 33 CFR 117.39. However, the Coast Guard will retain the authority, should conditions make such an action necessary, to order the bridge owner to restore the bridge to an operable condition within 12 months of notification from Commander, Ninth Coast Guard District.

In addition to the regulation for the railroad bridge, the current regulation refers to "all other bridges across the Burnham Canal". The only other bridge on the canal that falls within the jurisdiction of the Coast Guard Bridge Administration Program is the Interstate 94 bridge at mile 1.79, which is a fixed bridge, and should not be referred to in the drawbridge regulations. Therefore, the Coast Guard proposes removing this section from 33 CFR 117.1093.

Discussion of Proposed Rule

This proposed rule will allow the railroad bridge to remain closed, as it has been, and still be in compliance with Coast Guard requirements. With no requests to open the bridge since 1997, accordingly there is arguably no need and no known effects on navigation if this bridge is allowed to remain closed. If conditions change and commercial navigation resumes on Burnham Canal, the Coast Guard will require the railroad to restore the bridge to operation within 12 months.

An additional change that would result from this proposed rule is the elimination of a section of a drawbridge regulation that is obsolete. In addition to the Canadian Pacific bridge, only the I-94 bridge crosses Burnham Canal. This is a hi-level fixed bridge that does not require drawbridge regulations.

Regulatory Evaluation

This proposed rule is not a "significant regulatory action" under section 3(f) of Executive Order 12866, Regulatory Planning and Review, and does not require an assessment of potential costs and benefits under section 6(a)(3) of that Order. The Office of Management and Budget has not reviewed it under that Order. It is not "significant" under the regulatory policies and procedures of the Department of Homeland Security.

We expect the economic impact of this proposed rule to be so minimal that a full Regulatory Evaluation under the regulatory policies and procedures of DHS is unnecessary.

Our preliminary investigation revealed no need for the bridge to be operable since 1997, with no vessels desiring an opening of the bridge. The owners of the land adjacent to the canal do not currently have plans to use the land for marine or commercial purposes. As stated, if these conditions were to change, then the bridge would be required to be operational again within 12 months of notification from the Coast Guard.

Small Entities

Under the Regulatory Flexibility Act (5 U.S.C. 601-612), we have considered whether this proposed rule would have a significant economic impact on a substantial number of small entities. The term "small entities" comprises small businesses, not-for-profit organizations that are independently owned and operated and are not dominant in their fields, and governmental jurisdictions with populations of less than 50,000. The Coast Guard certifies under 5 U.S.C. 605(b) that this proposed rule would not have a significant economic impact on a substantial number of small entities.

With no requests to open the bridge since 1997, the Coast Guard is unaware of any entities that may be affected by this proposed rule. If the bridge remains closed, only vessels that require less than eight feet vertical clearance may pass, which potentially could affect some entities. If this condition changes and there is a future need for greater clearances, the Coast Guard will require the bridge to be made operational again.

If you think that your business, organization, or governmental jurisdiction qualifies as a small entity and that this rule would have a significant economic impact on it, please submit a comment (see ADDRESSES) explaining why you think it qualifies and how and to what degree this rule would economically affect it.

Assistance for Small Entities

Under section 213(a) of the Small Business Regulatory Enforcement Fairness Act of 1996 (Public Law 104-121), we want to assist small entities in understanding this proposed rule so that they can better evaluate its effects on them and participate in the rulemaking. If the rule would affect your small business, organization, or governmental jurisdiction and you have questions concerning its provisions or options for compliance, please contact the Bridge Administration Branch, Ninth Coast Guard District, at the address above.

Collection of Information

This proposed rule would call for no new collection of information under the Paperwork Reduction Act of 1995 (44 U.S.C. 3501-3520).

Federalism

A rule has implications for federalism under Executive Order 13132, Federalism, if it has a substantial direct effect on State or local governments and would either preempt State law or impose a substantial direct cost of compliance on them. We have analyzed this proposed rule under that Order and have determined that it does not have implications for federalism.

Unfunded Mandates Reform Act

The Unfunded Mandates Reform Act of 1995 (2 U.S.C. 1531-1538) requires Federal agencies to assess the effects of their discretionary regulatory actions. In particular, the Act addresses actions that may result in the expenditure by a[[Page 43068]]State, local, or tribal government, in the aggregate, or by the private sector of \$100,000,000 or more in any one year. Though this proposed rule will not result in such an expenditure, we do discuss the effects of this rule elsewhere in this preamble.

Taking of Private Property

This proposed rule would not affect a taking of private property or otherwise have taking implications under Executive Order 12630, Governmental Actions and Interference with Constitutionally Protected Property Rights.

Civil Justice Reform

This proposed rule meets applicable standards in sections 3(a) and 3(b)(2) of Executive Order 12988, Civil Justice Reform, to minimize litigation, eliminate ambiguity, and reduce burden.

Protection of Children

We have analyzed this proposed rule under Executive Order 13045, Protection of Children from Environmental Health Risks and Safety Risks. This rule is not an economically significant rule and would not create an environmental risk to health or risk to safety that might disproportionately affect children.

Indian Tribal Governments

This proposed rule does not have tribal implications under Executive Order 13175, Consultation and Coordination with Indian Tribal Governments, because it would not have a substantial direct effect on one or more Indian tribes, on the relationship between the Federal Government and Indian tribes, or on the distribution of power and responsibilities between the Federal Government and Indian tribes.

Energy Effects

We have analyzed this proposed rule under Executive Order 13211, Actions Concerning Regulations That Significantly Affect Energy Supply, Distribution, or Use. We have determined that it is not a "significant energy action" under that order because it is not a "significant regulatory action" under Executive Order 12866 and is not likely to have a significant adverse effect on the supply, distribution, or use of energy. It has not been designated by the Administrator of the Office of Information and Regulatory Affairs as a significant energy action. Therefore, it does not require a Statement of Energy Effects under Executive Order 13211.

Environment

We have considered the environmental impact of this proposed rule and concluded that, under figure 2-1, paragraph (32)(e), of Commandant Instruction M16475.ID, this rule is categorically excluded from further environmental documentation. This action is categorically excluded under paragraph 32(e) as it is for the purpose of revising an operation regulation for this drawbridge. A "Categorical Exclusion Determination" is available in the docket where indicated under ADDRESSES.List of Subjects in 33 CFR Part 117

Bridges. Regulations

For the reasons discussed in the preamble, the Coast Guard proposes to amend 33 CFR part 117 as follows:

PART 117--DRAWBRIDGE OPERATION REGULATIONS

1. The authority citation for part 117 continues to read as follows:

Authority: 33 U.S.C. 499; Department of Homeland Security Delegation No. 0170; 33 CFR 1.05-1(g); section 117.255 also issued under the authority of Pub. L. 102-587, 106 Stat. 5039.

2. In Sec. 117.1093, revise paragraph (f) to read as follows:Sec. 117.1093 Milwaukee, Menomonee, and Kinnickinnic Rivers and South Menomonee and Burnham Canals.* * * * *

(f) The draw of the Canadian Pacific Railway bridge, mile 1.74 over Burnham Canal, need not be opened for the passage of vessels.


Dated: June 14, 2003.R.F. Silva, Rear Admiral, U.S. Coast Guard, Commander, Ninth Coast Guard District.[FR Doc. 03-18379 Filed 7-18-03; 8:45 am]BILLING CODE 4910-15-P


CHART 14843

HURON HARBOR CHANNEL DEPTHS						
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS AND REPORTS TO MAY 2003						
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT GREAT LAKES LOW WATER DATUM (LWD)				PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	DEPTH LWD (FEET)
ENTRANCE CHANNEL	15.7	22.0	24.0	5-03	400-300	29.0
HURON RANGE	20.6	23.7	19.9A	5-03	300-150	28.0
EAST TURNING BASIN	23.6	24.8	21.4	5-03	150-350	27.0
WEST TURNING BASIN	18.3	14.7	13.5	5-03	450	21.0
A. SHOAL TO 7.4 FT FOR OUTSIDE 50 FT OF QUARTER FROM 41°23'55.5"N/82°32'56.0"W TO 41°23'52.3"N/82°32'59.5"W						
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION						

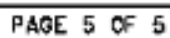
CHART 14839


CLEVELAND HARBOR CHANNEL DEPTHS								
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO MAY 2003 AND REPORTS TO JUN 2003								
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT GREAT LAKES LOW WATER DATUM (LWD)					PROJECT DIMENSIONS			
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH LWD (FEET)
LAKE APPROACH CHANNEL	28.4	31.8	30.4	27.3	5-02	600-750	0.22	29
ENTRANCE CHANNEL	27.4	29.1	29.1	25.5	5-02	225-750	0.22	28
CUYAHOGA RIVER								
PIER RANGE	A18.1	26.0	27.9	B18.9	5-03	230	0.30	27
THENCE TO LORAIN								
CARNEGIE VIADUCT BRIDGE	11.8	22.3	21.9	C11.1	5-03	100-700	2.69	23
THENCE TO END OF PROJECT	D9.5	E19.6	F18.8	G14.1	5-03	110-400	3.11	23
OLD RIVER								
FROM CUYAHOGA RIVER								
TO END OF PROJECT	16.8	22.3	22.3	H17.5	5-03	125-200	1.10	27
EAST BASIN								
AIRPORT RANGE	I20.0	23.6	23.5	20.3	8,9-01	500	3.11	25
TURNING BASIN	22.8	22.9	23.3	22.3	8,9-01	400-1600	0.33	25
EASTERN SECTION	22.6	23.2	22.4	17.3	8,9-01;5-02	1250-1540	0.72	27
WESTERN SECTION	26.1	28.3	23.7	21.0	5-02	1300-1540	0.28	28
WEST BASIN	J24.3	K25.2	L24.1	M20.2	9-01;5-02	1150-1570	0.91	28
A. EXCEPT FOR SHOALING TO 15.1 FEET AT 41°30'00.7"N 081°42'31.5"W.								
B. EXCEPT FOR SHOALING TO 17.6 FEET AT 41°29'59.9"N 081°42'34.4"W.								
C. EXCEPT FOR SHOALING TO 4.4 FEET AT 41°29'37.2"N 081°42'13.7"W.								
D. EXCEPT FOR SHOALING TO 5.3 FEET AT 41°29'22.4"N 081°41'00.2"W.								
E. EXCEPT FOR SHOALING TO 8.5 FEET IN LAST 800 FEET OF QUARTER.								
F. EXCEPT FOR SHOALING TO 8.9 FEET IN LAST 1000 FEET OF QUARTER.								
G. EXCEPT FOR SHOALING TO 1.1 FEET FROM 41°29'10.8"N 081°40'47.3"W TO 41°29'09.4"N 081°40'46.0"W AND TO 2.5 FEET IN LAST 1000 FEET OF QUARTER.								
H. EXCEPT FOR SHOALING TO 14.4 FEET FROM 41°29'50.6"N 081°42'44.5"W TO 41°29'51.3"N 081°42'43.6"W								
I. EXCEPT FOR SHOALING TO 18.7 FEET AT 41°31'08.3"N 081°41'19.1"W AND 19.4 FEET AT 41°31'52.3"N 081°41'01.6"W.								
J. EXCEPT FOR SHOALING TO 20.5 FEET IN WESTERN 450 FEET OF PROJECT.								
K. EXCEPT FOR SHOALING TO 18.4 FEET IN WESTERN 550 FEET OF PROJECT.								
L. EXCEPT FOR SHOALING TO 16.1 FEET IN WESTERN 900 FEET OF PROJECT.								
M. EXCEPT FOR SHOALING TO 15.6 FEET IN WESTERN 500 FEET OF PROJECT.								
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION								

REPORT OF CHANNEL CONDITIONS (FOR CHANNELS LESS THAN 400 FEET WIDE) (ER-1330-2-316)					PAGE 2 OF 5 PAGES			
					DATE			
TO: ACCOMPANY LOCAL NOTICE TO NAVIGATION INTERESTS, DATED			FROM: U.S. ARMY CORPS OF ENGINEERS, BUFFALO DISTRICT 1776 NIAGARA STREET, BUFFALO, NY 14207-3199 (716) 879-4292 FAX (716) 879-4356					
RIVER/HARBOR NAME AND STATE SANDUSKY HARBOR, SANDUSKY, OHIO					MINIMUM DEPTHS IN CHANNEL ENTERING FROM SEAWARD			
NAME OF CHANNEL	DATE OF SURVEY	AUTHORIZED PROJECT			LEFT OUTSIDE QUARTER (feet)	LEFT INSIDE QUARTER (feet)	RIGHT INSIDE QUARTER (feet)	RIGHT OUTSIDE QUARTER (feet)
		WIDTH (feet)	LENGTH (feet)	DEPTH (feet)				
SHALLOWEST DEPTHS AS PER DRAWING					1	2	3	4
(A) MOSELEY LAKE APPROACH CHANNEL FROM DEEP WATER TO THE EAST END OF THE EAST JETTY.	JUNE 2003	400	6000 (a)	26	26.0+	26.0+	26.0+	23.4
(B) MOSELEY ENTRANCE CHANNEL FROM THE EAST END OF THE EAST JETTY TO THE OUTER END OF THE STRAIGHT CHANNEL AT THE COAST GUARD STATION.	JUNE 2003	400 (o)	8000	26	22.8	24.9	25.2	3.8
(C) STRAIGHT ENTRANCE CHANNEL FROM INNER END OF MOSELY CHANNEL TO THE INTERSECTION OF THE BAY CHANNEL.	JUNE 2003	400 (o)	5500	25	20.5	22.7	24.3	19.5
(D) STRAIGHT ENTRANCE CHANNEL FROM THE INTERSECTION WITH THE BAY TO THE INTERSECTION WITH THE DOCK CHANNEL.	JUNE 2003	400 (o)	4200	21	16.8	17.8	16.8	17.1
								
REMARKS: (a) LENGTH VARIES DEPENDING ON THE LOCATION OF THE 26 FOOT CONTOUR IN LAKE ERIE. (o) CHANNEL WIDTH SUITABLY WIDENED AT TURNS.								

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RIVER/HARBOR NAME AND STATE SANDUSKY HARBOR, SANDUSKY, OHIO					MINIMUM DEPTHS IN CHANNEL ENTERING FROM SEAWARD		
NAME OF CHANNEL	DATE OF SURVEY	AUTHORIZED PROJECT			LEFT OUTSIDE QUARTER (feet)	MIDDLE HALF (feet)	RIGHT OUTSIDE QUARTER (feet)
		WIDTH (feet)	LENGTH (feet)	DEPTH (feet)			
SHALLOWEST DEPTHS AS PER DRAWING					1	2	3
(E) DOCK CHANNEL.	JUNE 2003	300 (o)	5800	22	16.4	16.5	11.5
(F) TURNING BASIN AND COAL DOCK AREA FROM THE WEST END OF THE DOCK CHANNEL TO THE NORTH END OF THE COAL DOCK.	JUNE 2003	300-1500	300-1500 (b)	24	20.4	20.0	13.6
(G) BAY CHANNEL, FROM NORTH END OF COAL DOCK TO THE INTERSECTION WITH THE STRAIGHT CHANNEL.	JUNE 2003	300 (o)	9000	25	20.1	21.4	15.4
							
REMARKS: (b) IRREGULARLY SHAPED; SEE PROJECT CONDITION DRAWINGS. (o) CHANNEL WIDTH SUITABLY WIDENED AT TURNS.							





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RIVER/HARBOR NAME AND STATE BUFFALO RIVER & SHIP CANAL, BUFFALO, NEW YORK					MINIMUM DEPTHS IN CHANNEL ENTERING FROM SEAWARD		
NAME OF CHANNEL	DATE OF SURVEY	AUTHORIZED PROJECT			LEFT OUTSIDE QUARTER (feet)	MIDDLE HALF (feet)	RIGHT OUTSIDE QUARTER (feet)
		WIDTH (feet)	LENGTH (feet)	DEPTH (feet)			
SHALLOWEST DEPTHS AS PER DRAWING					1	2	3
(A) BUFFALO RIVER ENTRANCE CHANNEL.	APRIL 2003	1600-450	41000 (b)	23	9.7	17.2 16.4	13.6
 (B) BUFFALO SHIP CANAL CHANNEL.	APRIL 2003	125	5500 (c)	23	18.3	18.1	10.6
(C) BUFFALO RIVER CHANNEL FROM THE ENTRANCE TO HAMBURG STREET.	APRIL, JUNE 2003	150-350	8700 (c)	23	9.0	13.7	10.2
(D) BUFFALO RIVER CHANNEL FROM HAMBURG STREET TO THE SOUTH PARK STREET BRIDGE.	APRIL, JUNE 2003	150-700	14000 (c)	23	7.8	11.4	3.6
(E) BUFFALO RIVER CHANNEL FROM THE SOUTH PARK BRIDGE TO THE UPSTREAM PROJECT LIMIT.	APRIL 2003	150-200	3000 (c)	23	7.6	10.3	10.8
REMARKS: (C) WINDING RIVER CHANNEL, NARROWING AT BRIDGES & WIDENING AT CURVES.							

